



## CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107  
Phone (313) 994-2650

Office of The City Administrator

May 14, 1992

Mr. Steven G. Benson  
Coffman Associates  
1300 East 104th Street  
Kansas City, MO 64131

Dear Mr. Benson:

We received your proposed Airport Layout Plan for the Ann Arbor Municipal Airport. We wish to thank you for it. This is the first time we have had a sufficient amount of information laid out before us to allow us to properly address this issue.

There are some changes needed in the Airport Layout Plan and issues that may effect the submission to the FAA.

1. The County is listed as "Pittsfield". We are in Washtenaw County.
2. The Pavement Strength is listed as 20,000 lbs. It is only 12,500 lbs. Enclosed are documents supporting the 12,500 lb. weight limitation:
  - a. A page from our 1975 Airport Master Plan which shows a 12,500 lbs. runway.
  - b. The runway design sheet showing that it is to be built to 12,500 lbs.
  - c. A 1991 Council resolution supporting the 1975 Airport Master Plan.
  - d. A 1979 Council resolution supporting the 1975 Airport Master Plan.
  - e. A 1977 Council resolution supporting the 1975 Airport Master Plan.
  - f. A 1975 Council resolution stating the length and legal weight bearing capacity of our runway. It also specifies that this is to be, and remain, a general utility airport.
3. The Airport Reference Code is listed as C-II. We have a B-I or B-II airport.
  - a. We are classified in the Nation Plan of Integrated Airport Systems (NPIAS) as a Basic Utility - State II airport. This is a B-I airport.
  - b. Council resolution states it is a general utility airport (See f. above). This is a B-II airport.
  - c. A "Transport" airport is "an airport designed, constructed, and maintained to serve airplanes in approach categories C or above. These are primarily jet aircraft."  
- Ann Arbor Municipal Airport F.A.R. Part 150 Study & Airport Design Advisory Circular, AC 150/5300-13  
This is clearly not a description of our current airport.

- d. A "Utility" airport is "an airport designed, constructed and maintained to serve airplanes in approach categories A and B. These are primarily propeller-driven aircraft."

- Ann Arbor Municipal Airport F.A.R. Part 150 Study

This is a description of our airport. The design and construction documents show that it was not intended for type C aircraft.

- e. The current specifications of our airport match those of a B type airport almost perfectly. Even without the design and construction documentation, this clearly indicates that the airport was designed and constructed for B-II aircraft.

Given our status as a B type, 12,500 lb. SWL airport, our airport meets all but four of the standards specified in the proposed ALP. The ones it does not meet are:

1. "Runway Centerline to Holdline". We are 20 feet too short.
2. "Taxiway Width". We are five feet too short.
3. "ATCT Line of Site (SIC) to End of Parallel Taxiway" - NE FBO hanger.
4. "ATCT Line of Site (SIC) to End of Parallel Taxiway" - T-hangers in NE corner of airport.

Given that our taxiways will need reconstruction some time in the future anyway, we would like to not ask for a variance on those items. In regard to the line of site problem, items three and four of the above need to be corrected and possibly the FAA would assume this responsibility since the ATCT was constructed after the hanger and building which cause the obstructions.

Please call if there are any questions.

Sincerely,



Alfred A. Gatta  
City Administrator

AAG/aar

c: Kurt Zimmer, Ann Arbor City Council

f:airport3.ltr

RESOLUTION TO APPROVE AIRPORT CONSTRUCTION  
PROJECT AND LOCAL FUNDING

WHEREAS, on March 1, 1976 Council approved an engineering contract with Washtenaw Engineering Company to prepare plans for a 1977 Federal/State Grant Construction Project at the Municipal Airport identified as Federal Project No. 5-26-0005-01; and

WHEREAS, the plans include reconstruction of runway 6/24, taxiways and terminal apron; construction of runway 6 warm-up pad; installation of security fencing; and installation of taxiway lights and visual approach slope indicators; and

WHEREAS, the construction plans were presented to and reviewed by Council at a working session on June 2, 1977; and

WHEREAS, it is recognized that land originally purchased for airport clear zone is purchased by the General Fund for the 100 acres of Spaeder property and 40 acres of Johnson/Trinkle property by the water fund for the 10 acres of Perros property; and

WHEREAS, it is appropriate for Council to approve the plans and the funding method;

NOW, THEREFORE BE IT RESOLVED that City Council approves the construction plans for the 1977 Federal/State Grant Construction Project at the Municipal Airport.

FURTHER RESOLVED that Council recognizes and accepts a total project cost estimate of \$1,188,500 (sharing to be \$840,150 Federal, \$165,000 State, \$183,350 City) with acknowledgment that the City's share will equal the Federal Land Reimbursable amount and no actual cash for land reimbursement will be returned to the City.

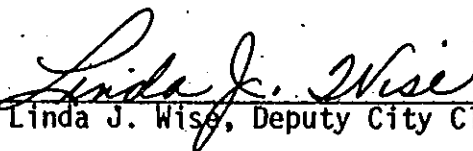
FURTHER RESOLVED that future Councils will make every attempt to see that this money is repaid through the funds from which it was originally expended.

FINALLY RESOLVED that City Council warrants to remove the ten foot hangar obstruction in the runway 24 clear zone prior to the 1977 construction commencement.

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I hereby certify that the foregoing resolution was approved by the Ann Arbor City Council at its regular session of June 6, 1977, held in the City Hall Council Chamber.

October 8, 1991

  
Linda J. Wise, Deputy City Clerk